



**No 1 HAWLEY ROAD**

**DESIGN AND ACCESS  
AND  
HERITAGE STATEMENT**

**MARCH 2014**

**Prepared for  
Stanley Sidings**

**by**



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**No 1 Hawley Road – Design and Access and Heritage Statement**

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## 1 INTRODUCTION

### Executive Summary

This Design and Access Statement and Heritage Statement has been prepared as supporting documentation for the application for Listed Building Consent for alterations to No 1 Hawley Road. Listed Building Consent was granted under reference number 2012/4642/L for the demolition of the annex No 1c Hawley Road, together with internal and external alterations to No 1 Hawley Road, including a ramp at the rear, to provide disabled access to the lower ground floor of the property.

Following a detailed review of the Grade II Listed building, Camden Council and Hawley Infant School decided to adapt the existing building further to enable wheelchair access into the upper ground floor. The design team also opted to remove the approved ramp and include further alterations which fall outside the previously consented as part of application reference number 2012/4642/L.

The proposals therefore include elements which have already been consented and new alterations to No 1 Hawley Road to provide disabled access into both the lower and upper ground floors, in support of the neighbouring Hawley Primary School facilities.

The Design Documents have been prepared by and with the input of the Project Team who are:

Client: Stanley Sidings Limited

Local Authority: London Borough of Camden

School Client: Hawley Infant School

School Design Advisor: SCABAL

Architect: Allford Hall Monaghan Morris Architects

Landscape Architects: Fabrik

Planning Consultants: Gerald Eve

Structural Engineers: Walsh Group

Cost Consultants: Gardiner + Theobald

Heritage Architects: Stephen Levrant Heritage Architecture

A Reserved Matters application is also submitted however it relates to the new school building only.

### Summary of Proposals

The adaptation of the Grade II Listed No 1 Hawley Road comprises the following proposed works:

1. Demolition of the two storey building known as No 1c Hawley Road adjoining the west side of the listed building;
2. Replacement of the supporting front portico columns with strengthened columns to look identical to the original. The structural beam above the portico also to be strengthened and repaired to match the original;
3. Demolition of the rear portico and reconstruction with an increased footprint to accommodate 1500mm turning circle and a lift;

4. Demolition and reconstruction of the rear stairs re-aligned through 90°;
5. Replacement of the existing chimney pots, 4 in the west side stack and 2 and 3 in the east side stacks, with the same number of canon-head clay pots;
6. Construction of a new boundary fence in cast iron fence brickwork pillars in line with the existing garden wall with a maximum height between 1.50m and 1.60m.;
7. Replacement of eaves/soffit with wooden soffit including ventilation grates (completed 14/12/2013);
8. Removal of a partition at lower ground floor to enable access and use of the existing vault;
9. Removal of a section of a previously modified brickwork wall at lower ground floor to create an open plan dining and kitchen area;
10. Incorporation of new disabled WC facilities in the existing room in the southeast rear at lower ground floor compliant with the requirements M1 and M3 of the Approved Document M (in relation to existing buildings);
11. Removal of a later partial height partition in timber board in the west side room of the upper ground floor;
12. Removal of cabinetry at the upper ground floor to maximise storage and rehearsal space;
13. Removal of shower room above the stair compartment at first floor;
14. Re-configuration of the existing internal stair to enable level access to upper ground floor from the re-constructed rear portico;
15. Reinstatement of the missing balustrades; and
16. Enlargement of doors on lower and upper ground floors to achieve the 775mm required in Table 2 of the Approved Document M (in relation to existing buildings).

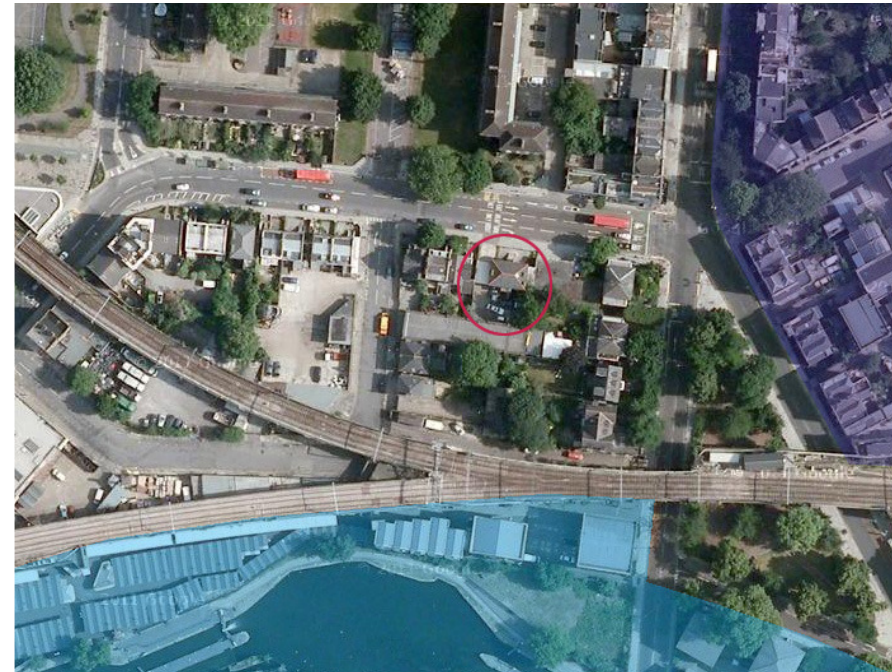
## 2 CONTEXT

### 2.1 Location

No 1 Hawley Road lies at the north of the approved Hawley Wharf Masterplan, in Area B, adjacent to the school site.

The building is located at the eastern end of Hawley Road, bounded by Hawley Road to the north; Torbay Street to the west; Kentish Town Road to the east; and the railway viaduct to the south. The area has a predominately residential character, with commercial elements appearing towards the junction with Kentish Town Road, and a number of light and other industrial uses in the close surrounds.

The site is not located in a conservation area; there are however two conservation areas in the proximity of the building, namely: Jeffrey's Street to the North-east and Regent's Canal to the South (Fig. 1).



**Fig. 1** No1 Hawley Rd circled in Red. Jeffrey's Street Conservation Area In purple; Regent's Canal Conservation Area in blue.

## 2.2 Setting

The National Planning Policy Framework (NPPF) defines 'setting of a heritage asset' as *'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'* (NPPF, Annex 2: Glossary, p.52)

The Setting of Heritage Assets: English Heritage Guidance 2011, highlights para 114 of the NPPF: *'The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration [...]* (NPPF, para 114).

The immediate setting of No 1 Hawley Road is one of mixed characters. While the buildings along the south side of Hawley Road in the vicinity of No 1 have a consistent residential character, all of them dating from the mid 19th century, the large council housing blocks dating from the early 1960s (Bradfield and Weldorf Courts) replaced similar villas on the north side of the road.

Torbay Street comprises a mix of uses, with a former builder's yard on the west side and three houses and a warehouse on the east side. The south end of the street is visually dominated by the railway arches currently infilled with detrimental structures; some of them are vacant and are of a poor quality.

The approved Hawley Wharf Masterplan outline planning permission demolishes these buildings and structures to enable the new school building to be delivered.

The residential buildings at Nos. 55-63 Kentish Town Road are listed Grade II; the rear of No 59 shares its garden wall with No 1 Hawley Road. Their rear gardens abut the eastern boundary of the site. No 55 is a detached villa dating from the early C19, built of yellow stock brick with slated pitched roof with pitched dormers. Nos. 57-63 are two pairs of semi-detached villas also dating from the early C19, their facades finished in stucco and with slated hipped roofs.

In the extended setting of No 1 Hawley Road, Jeffrey's Street Conservation Area extends from Kentish Town Road, opposite to the junction with Hawley Road, towards east. The Conservation Area consists of early 19th century residential development, largely unchanged save for the construction of the North London Railway in 1850 which cut through the area. From Jeffrey's Street Conservation Area No1 Hawley Road and the adjoining houses in Kentish Town Road are visible, but not prominent.

The proposed alterations to No 1 Hawley Road do not generally alter the appearance and scale of the building other than for the already approved external like for like restoration. It is considered that the repairs already carried out and the proposed alterations within this application will contribute to the enhancement not only of No 1 Hawley Road but its setting, and that of Jeffrey's Street Conservation Area and Nos. 55 and 57-63 Kentish Town Road. There are no views of the property from the Regent's Canal Conservation Area therefore the proposals are considered to enhance the setting of the conservation area with no direct impact on it.



## 2.3 Brief Historical Background

No 1 Hawley Road was constructed between 1834 and 1844. It appears for the first time in the Ordnance Survey map dated 1844. No data was found on the exact year of construction or the architects involved.

The two storey building adjoining the west side of the property, believed to be known as 1c Hawley Road, appeared for the first time on the OS map 1844. No data was found on the exact year of construction or the architects involved. Although it appears in the early OS maps, the exempt nature of the layout of the listed No1 Hawley Road indicates that it should have stood free in the plot.

The OS maps between 1894 and 1962 show a party line between the properties, which is lost in the more recent ones.

David Trace's photographs of London recorded on the 15th May 1974 show No1 Hawley Road and No1c as what appear to be two independent properties (Fig. 2).

No1 was listed at Grade II in 1974. The listing description is set out in Section 2.4. It is notable that the listing notice does not mention No 1c Hawley Road. No 1 Hawley Road is currently inscribed in the Heritage at Risk Register (HAR). The building has been promoted from priority category B to D in the HAR 2013 (date of publication 10.10.2013). Priority for action is assessed on a scale of A to F, where 'A' is the highest priority for a site which is deteriorating rapidly with no solution to secure its future, and 'F' is the lowest priority. Buildings in category D are assessed as suffering '*Slow decay; solution agreed but not yet implemented*' (English Heritage, HAR 2013, p. XVI).

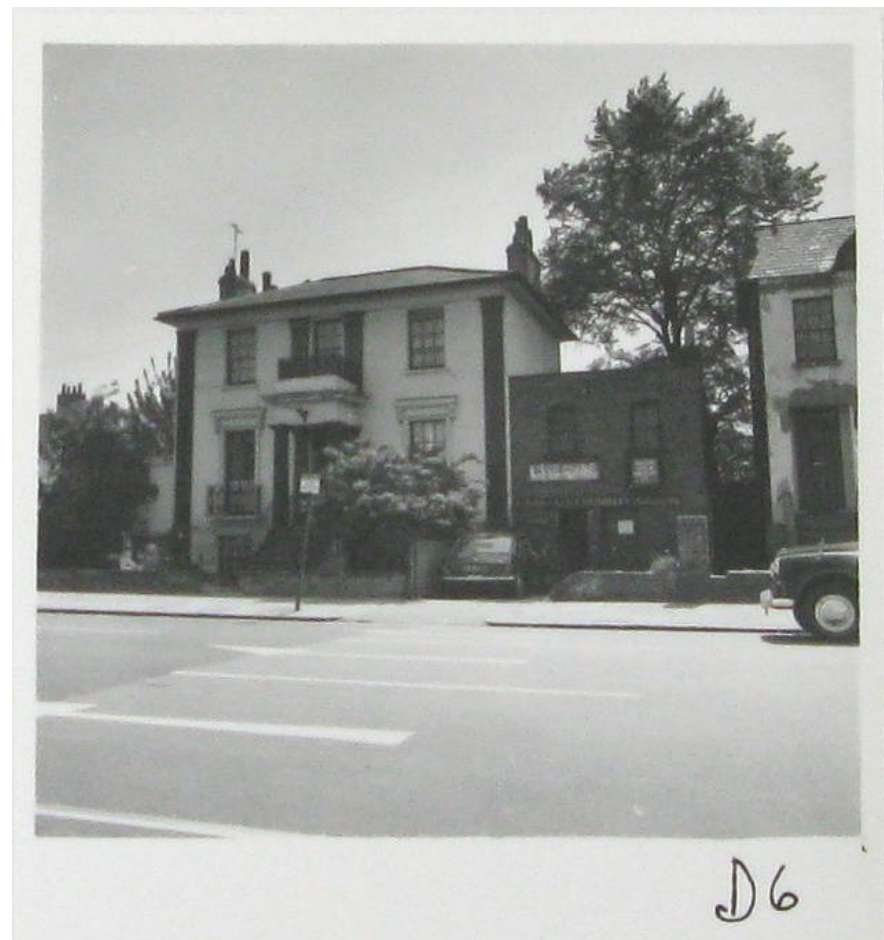


Fig. 2 1974 Photograph by David Trace

## 2.4 Existing arrangement and layout

No 1 Hawley Road comprises two storeys with basement. Although there have been substantial alterations to the interior since it was originally constructed, the plan form of the house still remains.

The ground floor contains two main rooms to each side of the entrance hall; both retain period fireplaces. A partition wall was added to the latter but ceiling and cornices remained unaffected.

A small room at the rear retained all period features including a cast iron fireplace. Towards the rear, still at ground floor, a later additional WC stands in very poor condition.

The timber stairs have survived although the whole balustrade is missing. Period ceilings and timber floors remain in the entrance hall and main rooms at this level.

The top floor has been largely altered. No original floors remain and all lath and plaster ceilings have been covered with polystyrene foam sheets and cornices. Most of the partitions are later stud walls.

A mezzanine level was added on top of the stairs half landing to incorporate a shower room. A new window was opened in the rear façade to ventilate this room.

The staircase balustrade has been replaced in the top flight. The roof seems to have been repaired in the last 10-15 years. Relatively contemporary insulation covers the interior of the roof slopes.

The basement contains a mix of preserved areas and later interventions.

The layout of the rooms at basement level repeats that of the

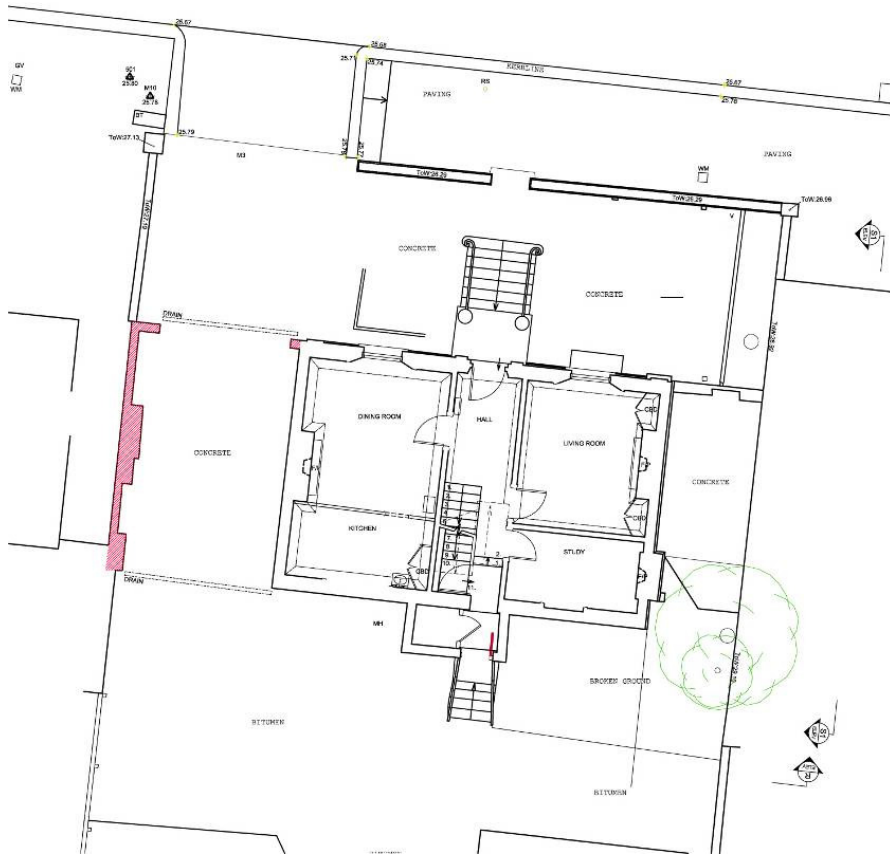
ground floor with the addition of two small rooms in the south end of the main room on the east side. Only one chimney piece with carved timber surrounds remains.

All floors have been lost and replaced by concrete flooring. No remains of ceilings could be detected under the applied polystyrene foam sheets.

The external entrance to the basement level from the front yard has been blocked and in-filled.

The annex No 1c Hawley Road comprises of an empty space open to the rear, with a light industrial roof added probably in the last decade. The west wall of No 1 Hawley Road appears to have been reinforced to receive such roofing, and the front elevation of No 1 C suffered the addition of 6 brick courses at the top probably to increase the height of the new roof.

There are no openings, historical or current, connecting No 1c and No 1 Hawley Road.



**Fig. 3** Plan of existing annex No 1c Hawley Road shown in red.



**Fig. 4** Elevation of No1 Hawley Rd showing the existing annex No 1c Hawley Road (approved to be demolished) marked in red.

### 3 PLANNING HISTORY

Proposals for the renovation and incorporation of No1 Hawley Road as part of the new school facilities within the Hawley Wharf development were consented on 23rd January 2013 under application ref. 2012/4642/L. The approved works comprise:

- Demolition of the two storey building known as No1c Hawley Road adjoining the west side of the listed building;
- Replacement of eaves/soffit with wooden soffit boards finished with lime plaster to visually represent the original lath and plaster construction method, including ventilation grates (completed 14/12/2013);
- Replacement of the supporting portico columns with strengthened columns to look identical to the original. The above beam structure of the portico also to be strengthened and repaired to match the original;
- Demolition of the rear portico and reconstruction with an increased footprint to accommodate 1500mm turning circle and a lift;
- Demolition and reconstruction of the rear stairs;
- Introduction of wheelchair access ramp in the rear garden to the east of the building;
- Replacement of the existing chimney pots, 4 in the west side stack and 2 and 3 in the east side stacks, with the same number of canon-head clay pots;
- Construction of a new boundary fence in cast iron fence brickwork pillars in line with the existing garden wall with a maximum height between 1.50m and 1.60m.;

- Removal of a later partial height partition in timber board in the west side room of the Ground Floor. This later partition is attached to the south end of the central fireplace which obstructs the legibility of the room as originally intended;
- Removal of shower room above the stair compartment at 1st Floor level;
- Reinstatement of the missing balustrades to the stairs;
- Incorporation of new kitchenette facilities in the existing room in the southwest (centre) rear at lower ground floor;
- Incorporation of new disabled WC facilities in the existing room in the southeast rear at lower ground floor compliant with the requirements M1 and M3 of the Approved Document M (in relation to existing buildings); and
- Enlargement of doors on Lower Ground Floor to achieve the 775mm required in Table 2 of the Approved Document M (in relation to existing buildings).

The approved Masterplan proposals also included a planning application for change of use from storage to educational use which was permitted under reference 2012/4628/P.

Earlier in 2009, following discussions with Camden Council, emergency repairs were considered to be required as a matter of urgency to preserve the integrity of the listed Grade II building. The proposed emergency works were submitted in detail and agreed with Camden Council without the need to submit an application for listed building consent.

Consultation at the time included:

27.11.09 – meeting held on site with LPA

29.01.10 - Site visit with LPA

02.02.11 - Site visit with LPA

08.08.11 - Site visit with LPA

19.08.11- advisory meeting with LPA

The emergency works consisted of repairs to the exterior to ensure that the building is wind and water tight and to address the appearance of dereliction. The programme consisted of conservative, like for like repairs including:

- Removal of deteriorated and failing render;
- Making good and reinstating lime render surfaces, and
- General repairs to windows including full replacement in extreme cases as agreed with the Conservation Officer.

All the above works were agreed through a letter from Camden Council dated 02/12/2009 and were completed in 2011 to the front and side elevations. The rear elevation remains untouched since the proposed works were part of the LBC application ref. 2012/4642/L in 2012.

## 4 PROPOSED WORKS

### 4.1 Description

The following works are proposed as part of this application in order to maximise accessibility for school use and enable level access to both lower and upper ground floors.

1. Demolition of the two storey building known as No 1c Hawley Road adjoining the west side of the listed building:

There are currently no remains of the annex No 1c behind the largely altered front elevation. Behind the gates the annex is an empty space open to the rear, with a light industrial roof added probably in the last decade.

No 1c abuts the listed building but there is no evidence that the buildings were ever internally connected.

The annex No 1c contains little or no historically significant fabric due to its extensive modification through the years. It is considered that its removal will improve the context and setting of No 1 Hawley Road reinstating the siting of the villa as originally intended.

2. Replacement of the supporting front portico columns with strengthened columns. The structural beam above the portico also to be strengthened and repaired:

Due to the effects of time, and the original construction methods the supporting portico columns have failed resulting in large compression cracks down their full length. The proposed works see both of the columns replaced with strengthened columns to look identical to the original. The above beam structure of the portico will also be strengthened and repaired to match the original. All works will be carried

using traditional techniques and high quality materials. Please refer to drawing No 3385-001 by Walsh Associates.

3. Demolition of the rear portico and reconstruction with an increased footprint to accommodate 1500mm turning circle and a lift:

The rear portico will be demolished, due to its poor condition as it is considered unsuitable to be safely repaired. The portico will be rebuilt with an increased footprint to accommodate a DDA compliant platform lift with 1500mm turning circle. The rear entrance to the main building from the portico will be widened sufficiently to allow for a 775mm clear opening, ensuring that all rooms on the lower and upper ground floors are accessible. The blocked entrance on the east elevation of the portico will be reinstated and a set of 5 steps introduced to reach the lower ground floor level from the garden.

4. Demolition and reconstruction of the rear stairs re-aligned through 90° to improve connections with the proposed neighbouring school:

As a result of the change in access levels and in order to provide a better link between the school building and No 1 Hawley Road, the new rear stair is proposed to be re-aligned 90° to face the new Hawley Primary School. The stair will comprise 10 steps with treads of 28cm and risers of 17cm. The landing will be 140cm deep.

The new stairs will be made in stone to match existing and the existing railings will be adapted and re-used if possible.

5. Replacement of the existing chimney pots, 4 in the west side stack and 2 and 3 in the east side stacks, with the same number of canon-head clay pots:

It is proposed to replace the existing chimney pots, 4 in the west side stack and 2 and 3 in the east side stacks, with the same number of canon-head clay pots. The existing render to the stacks will be repaired and painted to match the house.

6. Construction of a new boundary fence in cast iron fence brickwork pillars in line with the existing garden wall with a maximum height between 1.50m and 1.60m:

A traditional cast iron fence with brickwork pillars is proposed to be erected in line with the existing garden wall. The proposed boundary wall and railings will turn 90 degrees to meet the northwest front corner of the house. The plinth and piers will be rendered in accordance with the house. A second fence will be accommodated between the new school building and No 1 Hawley Road on the site of the Annex No 1c. Please refer to the Reserved Matters Application for further detail of this.

7. Replacement of eaves/soffit with wooden soffit boards:

The original soffit construction was of lath and plaster. This construction method is considered unusual as lath and plaster is not deemed suitable for external work. Unsurprisingly it has failed resulting in water ingress and related minor damages to the rafters.

The proposed repairs were completed on 14/12/2013 to

avoid further damage to the rafters. The works were carried out using wooden soffit boards which include ventilation grates to allow for ventilation of the roof space, safeguarding the existing structure from any effects of damp and rot associated with unventilated roof spaces.

8. Removal of a partition at lower ground floor to enable access and use of the existing vault:

The former coal storage is currently inaccessible. The proposal is for the removal of the partition between the lower ground floor room and the vault in order to increase storage space.

9. Removal of a section of a previously modified brickwork wall at lower ground floor to create an open plan dining and kitchen area:

The lower ground floor of the property has been largely affected by the loss of historic features and original layout. The wall section proposed to be removed has been identified as a later intervention, possibly to relocate the former access to the west side room following the introduction of a timber cabinet in the hallway in the mid 20th century.

10. Incorporation of new disabled WC facilities in the existing room in the southeast rear at lower ground floor compliant with the requirements M1 and M3 of the Approved Document M (in relation to existing buildings):

A large unisex wheelchair accessible washroom will be

incorporated in the existing room in the southeast rear at lower ground floor. The facilities will be compliant with the requirements M1 and M3 of the Approved Document M (in relation to existing buildings).

11. Removal of a later partial height partition in timber board in the west side room of the upper ground floor:

The internal changes also seek to remove a later partial height partition in timber board in the west side room of the upper ground floor. This later partition is attached to the south end of the central fireplace which obstructs the legibility of the room as originally intended. The proposed removal will reinstate the earliest layout of the room allowing for a better understanding of the heritage asset.

12. Removal of cabinetry at the upper ground floor to maximise storage and rehearsal space:

The timber cabinets have been identified as dating from the mid 20th century hence their removal would not harm the significance of the Grade II Listed building.

13. Removal of shower room above the stair compartment at first floor:

The mezzanine level added on top of the stairs half landing to incorporate a shower room will be completely removed, including the window opened to the rear façade to ventilate this room. The window opening will be blocked and rendered.

14. Re-configuration of the existing internal stair to enable level access to upper ground floor from the re-constructed rear portico:

The current stair arrangement restricts headroom from the raised rear portico level. In order to create the necessary headroom, an additional four winder stairs would need to be introduced to reach the raised upper ground level. All existing elements of the stair between upper ground and first floors would be disassembled, retained and reused where possible.

15. Reinstatement of the missing balustrades:

The timber stair from the ground floor to the first one has survived however, the whole balustrade is missing.

All unsympathetic hand rails will be removed and replaced by a timber balustrade to match existing at the lower ground floor, which will be repaired with missing balusters reinstated.

16. Enlargement of doors on lower and upper ground floor to achieve the 775mm required in Table 2 of the Approved Document M (in relation to existing buildings).

Please refer to drawings No 110, 111,112, 113, 114 and 115 by AHMM.

## 4.2 Layout

The proposal does not involve significant changes in the existing layout of the house. The reconfiguration of the existing internal stair to achieve the necessary headroom for access from the rear portico would maintain the original alignment and shape, hence allowing the historic layout to be understood as originally intended.

The doors will be arranged so that all rooms / facilities in the lower and upper ground floors are accessed off the main entrance hall. The hall itself achieves a clear turning space in excess of 1500mm diameter.

The re-alignment of the exterior staircase at the rear would improve the access to No 1 Hawley Road from the school building providing better integration between both buildings.

The removal of a partitions and wall section at lower and upper ground floors would allow for better DDA use; these alterations are considered of to have a minimal impact on the significance of the building.

## 4.3 Use

The building has been granted planning application permission for change of use to educational use under reference 2012/4628/P. There are no changes to the use of the property within this application.

It is proposed that the school will use the lower ground floor as a kitchen and dining space, with storage and a DDA WC provided. The upper ground floor is proposed to be used as office and practical teaching spaces by the school with the first floor providing storage space. As this level is not proposed to be fully



accessible, the storage space provided here is an additional provision to that provided within the main school building.

#### 4.4 Scale

There are no proposed changes to the scale of the building.

#### 4.5 Landscaping

The majority of the rear garden of 1 Hawley Road is located within the outline application boundary for the new school building. As such, detailed proposals for the landscaping of this area are developed within the Reserved Matters application for the Hawley Primary School. Further details are contained within the Landscaping Design Statement.

#### 4.6 Appearance

The works will be carried out using traditional materials and techniques in order to restore the integrity of the listed building.

#### 4.7 Access

English Heritage 2004 publication 'Easy access to historic buildings' highlights the principle that disabled people should have dignified access to and within historic buildings.

The proposed alterations to No 1 Hawley Road seek to reconcile the interests of conservation and access according to the Approved Document Part M (2004) of the Building Regulations (2000), and the provisions of the new British Standard on Access:

BS 8300 (2001) Design of Buildings and Their Approaches to Meet the Needs of Disabled People: Code of Practice.

'Easy access to historic buildings' (EH 2004) mentions the preferred aim of making a building's main entrance accessible to everyone on a permanent basis. Conservation constraints arose from the characteristics of the building's façade, which steps up to the front door.

An alternative entrance point at the rear was designed and approved under reference 2012/4642/L to access the lower ground floor through a lift at street level. This represents an 'inclusive' approach to access the listed building, making services in the lower ground floor of the listed building available to everyone in the same way. The current proposals involve an adjustment of the rear staircase to facilitate non-disable access through the rear of the property providing better integration between the new school building and No 1 Hawley Road.

#### 4.8 Neighbour Amenity Issues

The proposed alterations to No 1 Hawley Road will have no impact on the daylight reaching any of the adjoining properties.

## 5 IMPACT ASSESSMENT OF THE PROPOSALS

The annex No 1c contains no historically significant fabric due to its extensive modification through the years. It is therefore considered that its removal will improve the context and setting of No.1 Hawley Road reinstating the siting of the villa as originally intended.

The minimal enlargement of the rear portico and introduction of the lift would grant DDA wheelchair access to the lower and upper ground floors of the property; the impact of the proposed works is considered acceptable in heritage terms since the portico would be rebuilt to match the materials and style of the existing.

The impact of loss of original fabric in the proposed removal of lower ground floor walls would be minimal since many of those partitions have been already altered, as well as the early layout at this level. The interventions at the lower ground floor level would grant more and better access, particularly for disabled children, to the historic building and with it a positive and proactive attitude towards the enjoyment of the historic environment.

The removal of the partition and cabinetry at upper ground and first floor levels is not considered to cause any further harm to the existing fabric for the same reasons; the cabinets are generally later additions and the also later partition obstructs the legibility of the room as originally intended. This removal would reinstate the earliest layout of the room.

It is considered that the re-alignment of the previously consented new rear external stair to improve connections with the proposed neighbouring school would be acceptable in heritage terms. The rear portico will be rebuilt to match the characteristics of the existing one and the proposed position of the stairs would improve

the access to No 1 Hawley Road from the school building providing better integration between the different uses of the buildings.

Being the only vertical circulation in the property, the re-configuration of the existing internal stair is necessary to create the required headroom for its proper use. Since all the existing elements of the stair would be disassembled, retained and reused where possible, and the layout would be practically the same but for the addition of four winder steps and the re-position further to front although keeping the original alignment, it is considered that the intervention is acceptable and the harm to the significance would be minor.

The renovation and adaptation of the property as a school facility is proposed to be done in a largely unobtrusive fashion minimising the risk to the existing historic fabric. It is considered that the proposed alterations do not alter the special interest of the building and that the level of proposed intervention is acceptable in heritage terms.

It is also considered that the proposed development at No.1 Hawley Road would promote the long term use of the building as part of the school facilities. Ensuring its continued use and maintenance is in the interest of No 1 Hawley Road 'long term conservation'. The proposal would deliver public benefits through the improvement and enhancement of the listed building and consequently, its setting and context.

## 6 NPPF CONSIDERATIONS

This section discusses the impact of the proposals according to the National Planning Policy Framework (NPPF). The NPPF contains a presumption in favour of sustainable development is a presumption in favour of development that meets the objectives and policies of the NPPF (which has the conservation of heritage assets as one of its 12 core principles).

The policies contained within the NPPF seek to attain the Government's aim of achieving sustainable development.

Paragraph 6 of the NPPF states: 'The purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.' The entire Framework constitutes a definition of "sustainable development" with no one part assuming greater weight than any other.

Change is at the heart of sustainable development. The three dimensions of sustainability: economic, social and environmental, are not static; neither is the built environment. Buildings need to change in order to adapt to climate change and move towards a low carbon economy (NPPF Paragraph 7).

This statement deals principally with Section 12 of the NPPF, "Conserving and enhancing the historic environment", however Heritage considerations and issues are prevalent throughout the framework.

NPPF Paragraph 128 states that 'In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any

contributions made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on that significance'.

As recommended in Paragraph 128, an assessment of the significance of No 1 Hawley Road has been provided in Appendix II. To identify the heritage values and character of the heritage asset an appropriate and proportionate historic research and analysis was undertaken to include the origins of the building and how they have changed over time.

This report aims at fulfilling the National Policy requirement for provision of proportionate information which will enable the assessment of the likely impacts of proposed development on the special historic and architectural interest of No 1 Hawley Road by the Local Planning Authority. The significance assessment was based detailed historic research and consultation of relevant historic records and was examined according to the criteria set out in EH's 'Conservation Principles'. Considering that virtually no alterations will be made to the historic fabric of the Grade II No 1 Hawley Road and that the appearance of the building will be generally improved, it is argued that the significance of the heritage asset will be preserved and enhanced in compliance with the NPPF requirements.

Paragraph 132 states: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. [...] Substantial harm to or loss of designated heritage assets of the highest significance, notably [...] grade I and II\* listed buildings, [...] should be wholly exceptional'.

The significance of the heritage asset affected by the proposals has been assessed in Appendix I of this report. The significance of the asset and its setting has informed the design process throughout.

Paragraph 131 states: 'In determining applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desire of new development making a positive contribution to local character and distinctiveness'.

'Conservation' is defined in the NPPF only for heritage policy as: 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'. This implies that enhancement is not a requirement, but sustaining the heritage asset, is.

It is considered that the listed Grade II No 1 Hawley Road will be sustained and enhanced by the proposal. The proposals will see the building restored and will safeguard its continued use and long term conservation.

On the heritage side and in line with the Equality Act 2010, these proposals will enable disabled users of the school to access and enjoy the Lower Ground and Upper Ground floors of No 1 Hawley Road, promoting a highly positive attitude towards the enjoyment of the historic environment.

Paragraph 134 states: 'Where a development proposal will lead to

less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including its optimum viable use'.

It is considered that no harm is caused to the significance of the heritage asset of No 1 Hawley Road. The proposed physical works to No 1 Hawley Road will reduce the current risks to the heritage asset by actively using the Lower Ground and Upper Ground floors and will enhance the historic building and its setting. Furthermore, it is considered that the proposed development at No 1 Hawley Road will promote the long term use of the building as part of the school facilities. Ensuring its continued use and maintenance is in the interest of No 1 Hawley Road 'long term conservation'. The proposal will deliver public benefits through the improvement and enhancement of the listed building and consequently, its setting and context.

Following the publication of the NPPF, PPS5 was deleted. However the PPS5 Practice Guide which accompanied PPS5 remains a valid and Government endorsed document pending Government's review of guidance supporting national planning policy. The references in the document to PPS5 policies are obviously now redundant, but the policies in the NPPF are very similar and the intent remains the same, so the Practice guide remains almost entirely relevant and useful in the application of the NPPF.

Paragraph 131 and 134 of the Practice Guide both deal with substantial harm to designated heritage assets. In regard to this application there is no loss of the heritage asset and no substantial harm caused by the proposals to the significance of No 1 Hawley Road.

The impact of loss of original fabric in the proposed removal of partitions and cabinetry is minimal or negligible, and is not

considered to cause harm to the existing fabric. The proposals actively seek to restore the property, and any surviving features.

In light of the above, it is considered that no harm is caused to the significance of the heritage asset of No 1 Hawley Road. The proposed physical works to No 1 Hawley Road will reduce the current risks to the heritage asset and will enhance the historic building and its setting.

## 7 LOCAL PLANNING POLICY

Camden Local Development Framework, Camden Core Strategy, 2010 -2025, Adopted Version, November 2010

The Camden Core Strategy Policy CS14 – ‘Promoting high quality places and conserving our heritage’, sets out the requirements to safeguard Camden’s heritage. The overall strategy is to sustainably manage growth in Camden in a way that conserves and enhances the heritage and valued places that give the borough its unique character.

It is considered that the proposal not only preserves but enhances the character of the historic environment through the repair and refurbishment of No 1 Hawley Road which retains and enhances the elements of significance within and in the vicinity of the site.

Camden Planning Guidance provides advice and information on how the Local Authority applies its planning policies. The guidance is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional “material consideration” in planning decisions.

CPG 1- Design deals with heritage issues in Section 3. This

section sets out further guidance on Core Strategy Policy CS14 Promoting high quality places and conserving our heritage and Development Policy DP25 Conserving Camden’s Heritage.

Paragraph 3.22 refers to the statutory requirement, when assessing applications for listed building consent, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

It is considered that the proposed works to No 1 Hawley Road will not only preserve but enhance the original and historic materials and architectural features, original layout of rooms, structural integrity, and general character and appearance.

Paragraph 3.23 expands on the desirability to retain original or historic features and to carry out repairs in matching materials. The proposals should seek to respond to the special historic and architectural constraints of the listed building, rather than significantly change them.

As stated earlier in this report, the proposals actively seek to restore the property, and any surviving features. The works will be carried out using traditional materials and techniques in order to restore the integrity of the listed building.

Paragraph 3.27 refers to inclusive access to listed buildings: ‘It is important that everyone should have dignified and easy access to and within historic buildings, regardless of their level of mobility. With sensitive design, listed buildings can be made more accessible, while still preserving and enhancing the character of the building’.

The ground and lower ground floors of the building have been designed to provide compliant wheelchair access and mobility without lessening the significance of the listed property. This

represents an 'inclusive' approach to access the listed building, making services in the lower floors available to everyone in the same way, while minimising the interventions to the historic fabric.

## 8 CONCLUSION

No 1 Hawley Road is a Grade II listed building that is on the Heritage at Risk Register; as such, and despite the progress in the repairs to the exterior, the property is in dire need of a major overhaul.

The proposed works aim to maximise the capacity of the building to allow disabled users to access both the lower ground and upper ground levels, and therefore to actively enjoy the historic environment.

Although the Equality Act 2010 does not override other legislation such as listed building or planning legislation, the survival of most historic buildings depends upon their continued, viable use. The alterations proposed to improve access to the lower ground floor of No 1 Hawley Road are considered as a positive contribution to the building's continued use and viability.

Notwithstanding the tenets of English Heritage Conservation Principles (para 154) "... A high quality of design of proposed intervention is not mitigation, but essential in any significant place" and the cross-reference to Principle 4.6: "New work should aspire to a quality of design and execution which may be valued now and in the future", the proposed architectural interventions generated by the brief and the opportunities and constraints of the heritage asset at No 1 Hawley Road have inspired the architects to produce a scheme to enable DDA wheelchair access to the listed building without detriment of its heritage significance.

This proposal complies with policy at the heart of NPPF in respect of sustainable development; by virtue of the proposed design, which has been informed by a demonstrable understanding of the significance of the historic environment, it is considered that the proposed alterations do not alter the special interest of the building and that the level of proposed intervention is acceptable in heritage terms and is substantiated by the research undertaken.

The listed building is not a static place. It has been subject to change and in order to remain a sustainable and pleasant place it will have to change. The proposed scheme is driven by a need to not only conserve and enhance the building, but also to ensure a sustainable solution that safeguards the current and future use of the building.

The proposal is considered to preserve and enhance the special historic and architectural importance of the listed building. It is therefore concluded that the proposed works satisfy the relevant clauses of the NPPF as detailed above and is consistent with the spirit of the local policies and national conservation principles and therefore ought to be granted Listed Building Consent, with conditions as appropriate.

## APPENDIX I LISTED BUILDING DESCRIPTION

### List entry Summary

*This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.*

*Name: No name for this Entry*

*List entry Number: 1378820*

*Location: 1, HAWLEY ROAD*

*Grade: II*

*Date first listed: 14-May-1974*

*Date of most recent amendment: Not applicable to this List entry.*

### *Asset Groupings*

*This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.*

### *List entry Description*

*Detached villa. Early C19. Stucco. Slated hipped roof with projecting eaves. Double fronted with 3 windows; 2 storeys and semi-basement. Pilasters rise from ground floor at angles and from 1st floor level flanking central window to carry entablature with egg-and-dart ovolo cornice at eaves level. Central prostyle Doric portico with cornice, blocking course and cast-iron balcony to 1st floor window. Doorway with fanlight and panelled door, approached by steps with attached cast-iron railings. Recessed sashes; ground floor architraved with console bracketed cornices and cast-iron balconies. INTERIOR: not inspected.*

*Listing NGR: TQ2889984273*

## APPENDIX II SIGNIFICANCE ASSESSMENT

### SIGNIFICANCE ASSESSMENT

In assessing the significance of the listed building, consideration has been given to the policies contained in the NPPF, and the guidance contained in English Heritage's "Conservation Principles" (2008); and DCMS "Principles for Selection for Listing Buildings" (2010):

- Intrinsic architectural merit (architectural design, plan form, decoration, craftsmanship, building type and technological innovation or virtuosity);
- Completeness in terms of external characteristics, internal features and plan form; any alterations to the early or period features or layout were considered detrimental to the completeness of the building and therefore to its significance;
- Contribution to the character of the area due to its value as a landmark, or as particular good example of local traditions, or for the space that it defines in term of mass and scale;
- The extent to which the building illustrates important aspects of the nation's social, economic, cultural or military history and/or close historical associations with important people or events.

The significance of No 1 Hawley Road is appraised below based on the four types of value a heritage asset may hold: aesthetic, evidential, historic and communal according to English Heritage's Conservation Principles (2008).

### EVIDENTIAL VALUE

*"Evidential value derives from the potential of a place to yield evidence about past human activity"* (Conservation Principles para 35).

*"Evidential value derives from the physical remains or the genetic lines that had been inherited from the past. The ability to understand and interpret the evidence tends to be diminished in proportion to the extent of its removal or replacement"* (Conservation Principles para 36).

The evidential value of No1 Hawley Road is relatively low as the building is not of exceptional age. Although the building is a very beautiful example of an early 19th century detached Georgian Villa, the building has suffered extensively from the removal and replacement of much of its original fabric further eroding its elements of evidential value.



## HISTORICAL VALUE

*"Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative."* (Conservation Principles para 39).

*"The historical value of places depends upon both sound identification and direct experience of fabric or landscape that has survived from the past, but is not as easily diminished by change or partial replacement as evidential value. The authenticity of a place indeed often lies in visible evidence of change as a result of people responding to changing circumstances. Historical values are harmed only to the extent that adaptation has obliterated or concealed them, although completeness does tend to strengthen illustrative value."* (Conservation Principles para 44).

The historical value of No.1 Hawley Road is evident in the fact that firstly the building is statutorily listed and as such identified as a building of Special Architectural and Historic Interest at national level. The building was constructed between 1834 and 1844, with the exact year of construction or the architects involved not known. The building is a beautiful late Georgian Villa and is unique in its form and construction when compared to its immediate surroundings; for this reason the building holds important historic interest.

## AESTHETIC VALUE

*"Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place".* (Conservation Principles para 46).

*"Aesthetic values can be the result of conscious design of a place including artistic endeavour. Equally they can be the seemingly fortuitous outcome of the way in which a place has evolved and be used over time. Many places combine these two aspects... Aesthetic values tend to be specific to a time cultural context and appreciation of them is not culturally exclusive."* (Conservation Principles para 47).

*"Design value relates primarily to the aesthetic qualities generated by the conscious design of the building, structure or landscape as a whole. The embraces composition (form, proportions, massing, silhouette, views and vistas, circulation) and usually materials or planting, decoration or detailing, and craftsmanship."* (Conservation Principles para 48).

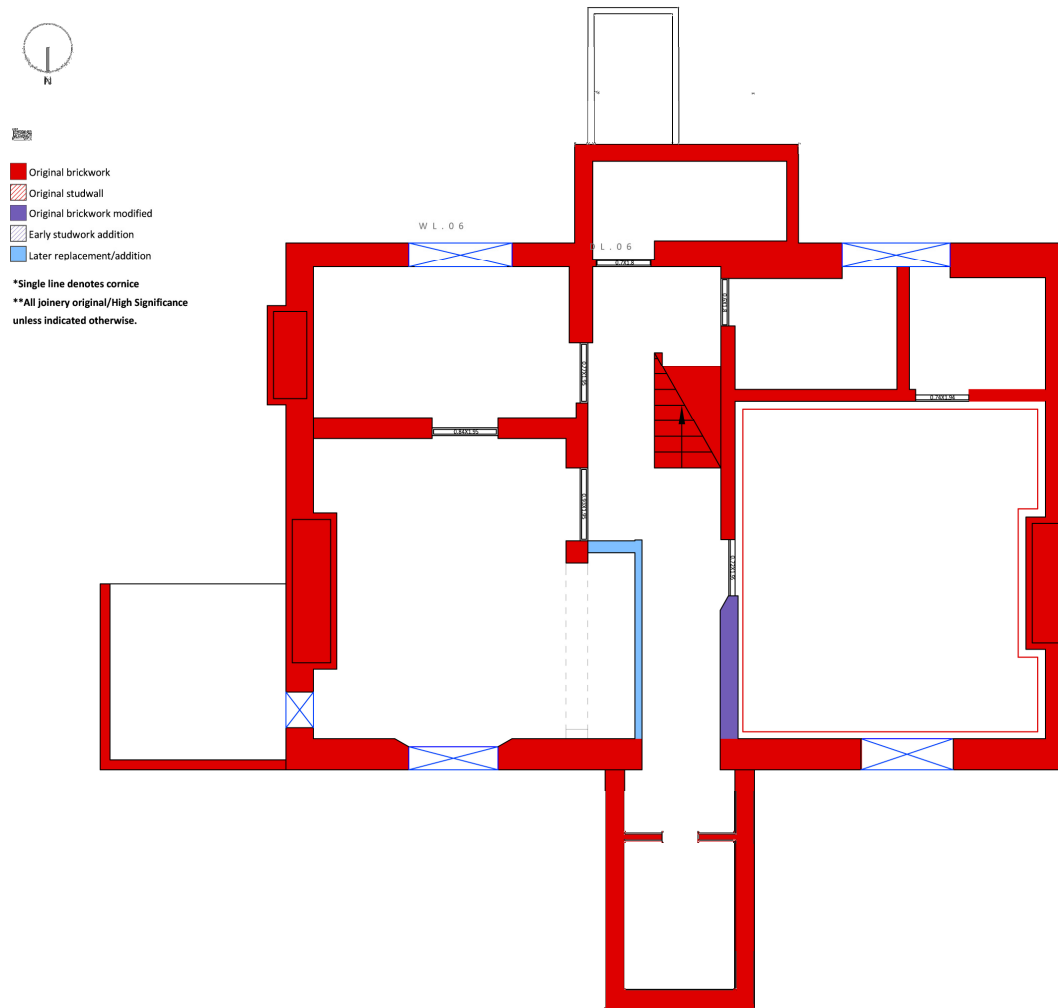
No.1 Hawley Road holds an important position on Hawley Road in terms of its aesthetic contribution to the overall streetscape. Although the building in a poor state of repair, the detached late Georgian villa is a beautifully detailed listed building. The building boasts strong features including a central prostyle Doric portico and an egg-and-dart ovolo cornice at eaves level. The building evokes strong images of grandeur about the area that have since been eroded. The aesthetic value is therefore high.

## COMMUNAL VALUE

*"Communal value derives from the meanings of place for the people who relate to it will for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values, but tend to have additional specific aspects."* (Conservation Principles para 54).

The communal value of No.1 Hawley Road lies in the contribution it makes to the identity of the community through its evident presence in Hawley Road, as it is the only building of these characteristics in the area. The communal value is hence considered high.

### APPENDIX III MORPHOLOGICAL PLANS



Legend

- Original brickwork
- Original studwall
- Original brickwork modified
- Early studwork addition
- Later replacement/addition

\*Single line denotes cornice  
\*\*All joinery original/High Significance unless indicated otherwise.

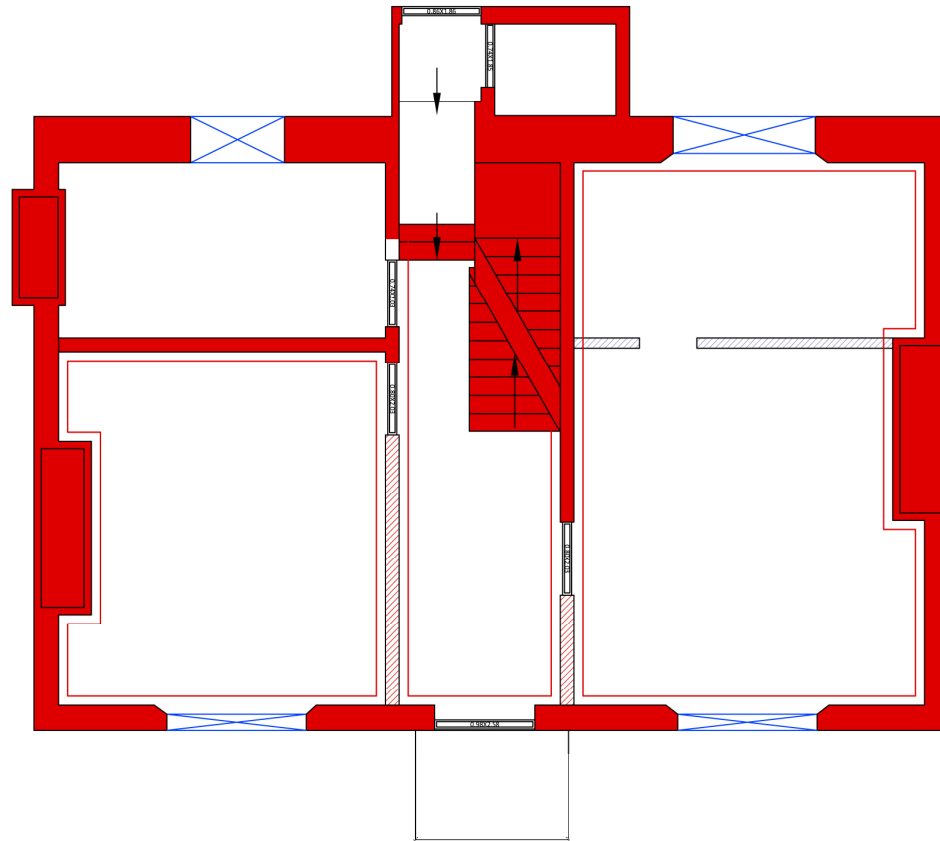
Lower Ground Floor



Key:

- Original brickwork/timber
- Original studwall
- Original brickwork modified
- Early studwork addition
- Later replacement/addition

\*Single line denotes cornice  
\*\*All joinery original/High Significance unless indicated otherwise.



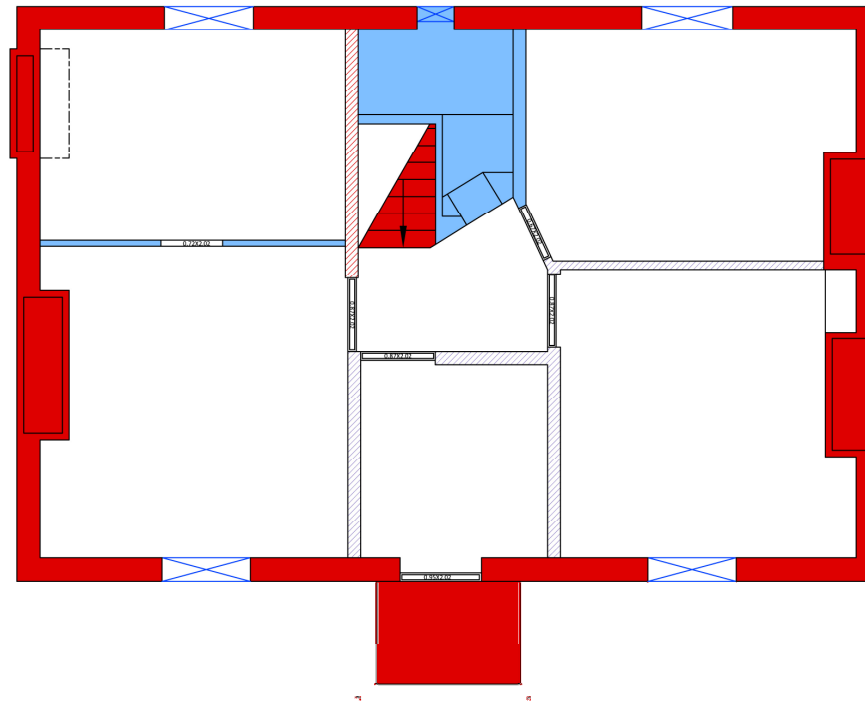
Upper Ground Floor



Key:

- Original brickwork/timber
- ▨ Original studwall
- Original brickwork modified
- ▨ Early studwork addition
- Later replacement/addition

\*Single line denotes cornice  
\*\*All joinery original/High Significance unless indicated otherwise.



First Floor

## APPENDIX IV METHOD STATEMENT FOR THE DISMANTLING OF INTERIOR STAIRS

### General description and condition

The stairs connecting the three levels of the house remain from the original construction, estimated between 1834 and 1844.

The stairs, of timber construction throughout, is linear between the lower and upper ground floors and dog-legged with level landing between upper ground and first floor.

The upper ground floor section includes double bead mouldings to the inner stringer top and scape mouldings to the underside of the nosing and treads. Scape mouldings are composed of a quarter of the circumference of a cylinder, and a plane surface, which is a tangent to the cylindrical surface in the line of their meeting.

The whole timber balustrade is missing between the lower and upper ground floors and it has been replaced by square section metal posts boarded up and timber handrail in the top flight.



Lower ground floor flight



Upper ground floor flight



First floor flight

### Proposed methodology for dismantling

#### Generally:

- All pieces/sections to be labelled for proper identification and reinstatement.
- All pieces/sections to receive light cleaning.
- All pieces/sections to be stored in a dry and safe environment until reassembled on site.
- When/if decayed/rotten pieces are found the heritage consultant will document the section and decide on the course of action namely partial removal and piece-in, or replacement to match existing.
- Every sample sent to manufacturer for replication to be returned and reused if possible.
- The stairs will be properly documented and photographed before and during the dismantling process.

#### Process:

1. The newel post will be carefully detached from the bottom tread and second riser, and from the handrail and backing stringer. The handrail will also be detached at top of the flight and then removed in its whole section. Each baluster will be labelled and removed for safe storage and reproduction to replace missing units.
2. The backing stringer will be then removed in one piece. The inner stringer is assumed also as a locking device as in most timber stairs from the period, therefore it is expected to be detached and removed in sections following the original joints. Some chemical paint stripping may be necessary to identify the location of original timber joints.
3. The sloping timber soffits are assumed to be tongue and groove boarding; once the backing stringer is removed and the wall fixings released, the panels are expected to be removed in one section. A section of soffit on the underside of the upper flight has been removed/covered with plaster. The plaster will be removed and cleared and replaced with timber soffit to match those under the lower flights.
4. Temporary props will be erected while the treads are detached and removed in sections. Pegs will be screwed out and wedges removed before separating the carcass sections from the stair.
5. Following reproduction of missing pieces and construction of the proposed winders, the sections of carcass previously removed and stored will be slotted into position and secured with the using the original carpentry techniques.



Detail of tread and skape moulding



Upper ground floor bottom tread and skirting



Newel post and balustrade at lower ground floor